

# **CONTROL LINE COMPETITION NEWSLETTER**

**RACING - SPEED - COMBAT - STUNT - CARRIER**

**JANUARY 2019  
TARIFF FREE**



The first Air To Air Combat event in Houston was cancelled because of weather. The forecasted rain never arrived but they had to walk through ankle deep water to get to the circle for practice matches on Friday. As it turned out the contest could have been run but it would have been uncomfortably cold and wet – cancelling was the right choice. On a good note, Richard Stubblefield, Leonardo Silva, Arnie Delgado, Jeff Gitchel and Lester Haury got some good matches on Friday. Jeff flew four matches with no crashes or issues, this would have been his first combat contest. He even got a couple cuts. Air To Air Combat as well as Racing and Speed will be held at Hobby Park in Garland on February 17, April 27 and October 12. The event will also be held at Thunderbird Field in Ft. Worth on May 11<sup>th</sup>.

# Contest Calendar

<b>March 19-23 2019</b>	Vintage Stunt Championship
<b>Dates throughout 2019</b>	Lester's Air To Air Speed Limit Combat
<b>April 26-28 2019</b>	Dallas Spring Warmup Combat/Speed/Racing
<b>May 24-26 2019</b>	Northwest Regionals Roseburg, Oregon
<b>May 30-June 2 2019</b>	Karlskoga World Cup in Sweden
<b>June 10-15 2019</b>	Brodak Annual Fly-In
<b>July 12-13 2019</b>	F2A Team Trials in Muncie John Moll CD
<b>July 12-14 2019</b>	F2d Team Trials (tentative as of this printing)
<b>July 14-20 2019</b>	AMA C/L Nationals in Muncie, Indiana
<b>July 14-20 2019</b>	European Championships Pazardzhik, Bulgaria
<b>September 26-29 2019</b>	USA and Canada World Cups, St. Louis
<b>October 11-13 2019</b>	Dallas Fall Finale Combat/Speed/Racing
<b>October 12-13 2019</b>	Sin City Combat Clash Las Vegas
<b>To be announced</b>	F2C Team Trials (possibly Hobby Park, Garland, Texas)

Before you set out on a cross-country trek check with the CD or ED to confirm contest dates.

Link to F2 World Cup Events: <http://www.fai.org/world-cups/f2-control-line>

Link to Weather Underground: <http://www.wunderground.com/>

Link to Delphi Speed Forum: <http://forums.delphiforums.com/flyfast/messages>

Link to Stunt Hangar: <http://stunthanger.com/smf/rat-racing-and-team-racing/?PHPSESSID=31ecadcb9fcddb8aeb74412b476767d6>

Link to kill time: <http://www.flightradar24.com/SKW6211>

Link to Club Tamaran: <http://www.control-line.eu/>

Link to Flying Lines: [www.flyinglines.org](http://www.flyinglines.org)

## HOBBY SUPPLIERS

**Partner Productions:** Current & Vintage Speed Plane plans. Box 205 Maple Ridge, BC V2X – 7G1 Canada 604-612-4060 [cpartner@shaw.ca](mailto:cpartner@shaw.ca) Chris Sackett

**Eichenberger Products:** Carbon Fibre and Composite Epoxy/Glass props for Speed and Racing. Carbon tops for 21-40's and more. Steve Eichenberger 480-730-0016 [seichenberger@cox.net](mailto:seichenberger@cox.net)

**Old Magazine Plans On CD:** e-mail Tom Wilk at: [tawilk636@live.com](mailto:tawilk636@live.com)

If he doesn't have it, you probably don't need it.

**Eliminator Props:** <http://eliminatorprops.com/store/>



**Mike's Racing Products:** See June 2012 S.C.A.R. Newsletter

[http://controlline.org.uk/phpBB2/files/mikenorthlist\\_209\\_423.pdf](http://controlline.org.uk/phpBB2/files/mikenorthlist_209_423.pdf)



**OPS Engines America:** Bill Hughes [williamhughes4@att.net](mailto:williamhughes4@att.net)

Engines/Parts Prices start at around \$150.

**Core House:** <http://home.earthlink.net/~philcartier/webcat/catalog.html>

Kits, cores, SLC covering material

**Marc Warwashana:** Don's wheels, fastfills, etc. [whellieman@gmail.com](mailto:whellieman@gmail.com)

**Pat King's website:** [www.pdkllc.com](http://www.pdkllc.com) Mockingbird Slow Rat and more.

**Brodak Manufacturing:** <http://www.brodak.com>

**Douglas Mayer Model Airplane Plans:** Multiple Goodyear plans, Turbo Mouse I, Alley Rat II Quickie Rat. All plans **FREE** as a PDF, \$15.00 for hard copies.

Douglas Mayer [Douglasmayer58@gmail.com](mailto:Douglasmayer58@gmail.com) 310-463-0525

**Adriano Molteni:** Ultra high quality flying lines, Nelson style plug, F2d models, props and mounts. [adrieanto@gmail.com](mailto:adrieanto@gmail.com)

**The Craftsman:** Stunt and Racing Engine Tuning (OS, S.T., Fox, K&B, Cox) Custom Kit Building - Ready to cover. Contact: **Jed Kusik** [jedeeflyer@aol.com](mailto:jedeeflyer@aol.com)

**Doctor Diesel (Eric Clutton) P.A.W. Diesels:** [www.cafes.net/doctordiesel](http://www.cafes.net/doctordiesel)  
[doctordiesel@cafes.net](mailto:doctordiesel@cafes.net)

**Streamer Shuttle:** <http://streamershuttle.blogspot.com>

**Fast Hippy Speed Products:** Tanks, torque units, titanium bell cranks, etc.  
Marty Higgs [ukiespeedman@hotmail.com](mailto:ukiespeedman@hotmail.com)

**Sportsman Goodyear:** Parts and accessories including venturis and needle valve assemblies for the Magnum/ASP 15, landing gear, and fuel tanks. [billbisch@hotmail.com](mailto:billbisch@hotmail.com)

**ZZ Props:** Full line of quality Glass & Carbon Fiber props for Control Line Speed & Racing. Contact Mike Hazel at: 503-859-2905 Day Phone or 503-871-1057 24 Hour Phone  
[zzclspeed@aol.com](mailto:zzclspeed@aol.com)

**BMJR Models:** Freeflight, R/C, Control Line and Accessories. Laser kits.  
[www.bmjrmmodels.com](http://www.bmjrmmodels.com)



**MBS Model Supply**  
P.O. Box 240 Auburn, KS 66402-0282 <http://mbsmodelsupply.com/>  
Phone: After 5:00p.m. Central time or weekends only (785) 256-2583 Cell: (785) 221-7042  
The ASP 15 with proper venturi is now available from MBS Model Supply for \$80.00.

**TCA Racing Accessories** <http://www.tca-srl.it/Home/SITO/index.html> High tech Italian glowplugs, click on the Blue Line (Nelson and GloBee styles).  
E-mail for info: [Antonio.Giandrini@gmail.com](mailto:Antonio.Giandrini@gmail.com) or [Adriento@gmail.com](mailto:Adriento@gmail.com)

**John Newton Speed Products:** Fiber glass shells for B-C-D Speed. Aluminum wing skins. Newtron 21 Sport Speed kit. Props for D-Speed and many other items. Contact John on his cell phone: 909-720-1940

**Robin's View Productions:** Foam wings, cores and Lost-Foam building fixtures for built-up wings. Nifty electric motor mount called the Hardnose Mount also available. PDF building manuals available for free! Just e-mail your request to Bob Hunt. [robinhunt@rcn.com](mailto:robinhunt@rcn.com)

**Doug Galbreath:** Cyclon 049, Nelson 65, and Audio Tachs 530-757-6058  
3408 Topsail Place Davis, California 95616

**Lee Machine Shop:** Syringes, venturi selection for many engines, prop bushings, motor mount drill guides, etc. <http://www.leemachineshop.com/> [sales@LeeMachineShop.com](mailto:sales@LeeMachineShop.com)  
827 SE 43<sup>rd</sup> Street Topeka, Kansas 66609 785-266-7714

**Planet Hobby:** NovaRossi aircraft engines are the world's standard for power, performance, and reliability. Phone: 901-755-1536 Web address: [www.PlanetHobby.com](http://www.PlanetHobby.com)

**Fuel Shutoffs:** Dale Long: [DirtyDshutoffs@dslextreme.com](mailto:DirtyDshutoffs@dslextreme.com) Guaranteed to work!



USA only.

**Enya U.S. Engines+Parts:** Complete Enya parts inventory. We specialize in C/L parts. Call or e-mail for your needs. Shipping worldwide. [Http://stores.ebay.com/thecontrol-linestore](http://stores.ebay.com/thecontrol-linestore) Bob Brooks 954-234-0863 [shtterman@aol.com](mailto:shtterman@aol.com)

**Microfasteners:** Hobby enthusiasts of all types trust MicroFasteners for all of their hardware needs. [www.microfasteners.com](http://www.microfasteners.com) [info@microfasteners.com](mailto:info@microfasteners.com) 1-800-892-6917 610-438-6177 Kathy Bechtel – Owner

## Membership For Everyone



**National Control Line Racing Association:** <http://www.nclra.org/>

**Membership is now FREE!** Go to the NCLRA website and click on the **Join or Renew** tab. Members, as well as Non-members, can view all the electronic newsletters from October 2002 through the most recent (December 2018 as of this posting). A paper copy of the newsletter will incur a \$10.00 fee. NCLRA President Bill Bischoff has added NCLRA to the Vendor's Corner on Stunt Hangar, here's the link: <http://stunthanger.com/smf/nclra/>



**Navy Carrier Society:** <http://www.navycarriersociety.org/joinNCS.aspx>

**Electronic Membership for 2018 is FREE!** Printed newsletter is \$10.00.



**North American Speed Society:** <http://clspeed.com/membership>

Membership is \$35 for USA and Canadian residents and \$45 international. A special membership with a digital only newsletter is available for only \$20.00. PayPal OK



**Combat Flyers Association** Vintage and F2d Combat in the UK.  
<http://combatflyers.co.uk/index.htm>



**MACA Miniature Aircraft Combat Association:** <http://www.macasite.org/>

MACA doesn't have a newsletter but you can get current contest results, new products, and comments from members on their Facebook page:



**Academy of Model Aeronautics**

<http://www.modelaircraft.org/> If your permanent residence is outside the USA and you want to compete in a AMA sanctioned contest be sure to check out Affiliate Membership.



**PAMPA Precision Aerobatics Model Pilots Association**

<http://www.pampacl.org/>

### **Increased Participation in F2C: A proposal by Walt Perkins**

On the following three pages you'll find Walt's proposal. He asked that I print the following disclaimer which I've copied from his e-mail.

*Feel free to print this (attached) in your Newsletter. Please make it clear that it comes from a retired F2C competitor, former contest organizer, former F2C jury member, former USA team manager, and former F2C equipment manufacturer who has no interest in returning to any F2C involvement. Therefore, I have no vested interest in what happens beyond a desire to allow others to enjoy the CL racing sport I was privileged to experience for many years on many levels. The contents I present are not exclusive but should be viewed as the most direct solutions I can imagine for the issues and problems that I see currently threatening F2C. I would encourage a healthy discourse if that will result in changes....not just endless bureaucratic discussions.*

**Contact Walt directly at:** [walperkins@aol.com](mailto:walperkins@aol.com) ed.

To increase competitor participation, lower participation stress, and 'heal' most of the current ills:

Stabilize model and contest requirements, and address the potential for 'delegate' corruption

Establish a CIAM-administered method of direct competitor involvement for rule changes and require 'stakeholder' referendum for approvals

*Requires major change in the historical CIAM operating methods. May require FAI ratification. Should eliminate the historical vote-trading, and other corrupt practices, between CIAM delegates.*

Require competent testing of any rule change proposal, and distribution of transparent result report, before holding referendum

*Requires generation of new CIAM rule change protocols. Places the decision on rule change in the hands of those directly concerned (contest organizers, competitors, and equipment manufacturers). Remove the influence of people who are not directly interested in F2C.*

Lower model airspeed

Enlarge current model size by two (fuselage 10 cm x 20 cm x 156 sq. cm min. cross section, lifting surfaces 4800 sq. cm.)

*Model speed is uniformly and directly influenced by model size (drag). Change will introduce a large speed reduction that will eventually be incrementally increased as competitors do what they do best. Change will not impact contest organization or flying site requirements. Change will be required adjustment in transport methods. Change will NOT reduce the excitement of seeing three teams race against each other. Change will improve opportunity to observe the execution of races and increase the quality of Jury operation. Change will require adjustment of piloting and pitting techniques.*

No minimum model weight

*Model enlargement will result in a natural weight level that the competitors will reduce over time. There is no reason to impose an artificial weight limit.*

Maintain current flying line diameter and length

*Will preserve the use of existing flying sites- no cost impact to event organizers.*

Reduce participation cost and complexity

Maintain current use of 2.5 cc normally aspirated engine displacement and 7 cc tank size

*All current engines and tanks can be used without modification or cost increase. Increased participation will expand the manufacturers' market for*

*new engines and tanks. Using current tank size with the anticipated lower model speed will make any idea of legislating the number of pit stops redundant.*

Allow any venturi or exhaust port size or configuration

*Allows competitors the freedom to customize their engine/model designs. It is anticipated that someone will eventually perfect the use of an extractor (tuned) exhaust system that will simultaneously increase model speed and quiet the engine noise.*

Establish standard kerosene, castor oil, ether, and DII fuel formula

*Puts all competitor on even footing regarding fuel. Eliminates the use of expensive, health-dangerous, and difficult-to-obtain fuel ingredients. Engine designs will be developed to allow combustion chamber configuration changes to accommodate a range of fuel ingredient compositions.*

Allow two models for contest processing

*Reduces the need to build a third model. Lower model speed will reduce the danger of losing models during a contest.*

Prohibit fuel chemistry-altering fueling systems

*Not necessary with standard fuel.*

Prohibit retracting landing gear systems

*The added complexity and cost of RLG is not justified at the anticipated lower model speeds.*

Allow any method of routing exhaust from engine to outside the model

*Allows competitors the freedom to customize their engine/model designs. It is anticipated that someone will eventually perfect the use of an extractor (tuned) exhaust system that will simultaneously increase model speed and quiet the engine noise.*

If necessary, obtain F2C noise reduction exemption from FAI with approach similar to that enjoyed by turbine-powered models (inherently loud, excessively expensive to attenuate, flown in remote locations, limited personal exposure to noise, low participation within the modeling community)

*Will require careful and dedicated approach to convince the FAI to recognize F2C is exactly like turbine powered models. May have to up-date the file that shows the world-wide F2C flying sites and which ones are in use-jeopardy due solely to noise considerations.*

Prohibit pilot wrist straps



*Unnecessary complication and requirement not justified by any published data. Change will allow pilots in trouble in a race to extricate themselves by transferring the handle from one hand to another.*

Reduce FAI/CIAM liability and risk

Require contest organizers to provide standard fuel (paid for by competitors) and establish a standard CIAM protocol for distribution at the contest

*The FAI/CIAM is currently exposed to liability due to risk associated with 1) the known and admitted air transport of prohibited fuel, or fuel ingredients, as well as shipment through postal systems and 2) the tolerance of the known use of extremely health-toxic F2C fuel ingredients. This change will eliminate both of these risks. This task will require contest organizers additional workload to obtain, mix, distribute and police the use of the standard fuel. This task can be performed by the organizing aeroclub or 'farmed out' to other modelers with competent knowledge and facilities. Fuel formulations will vary, somewhat, between contests due to natural variation of ingredient brands. Competitors will learn how to adjust their equipment (engine geometry, props, venturi size, etc) to accommodate these fuel formulation differences (similar to F2A).*

Require contest organizers to publish the exact fuel ingredient formulation (brands, chemical description) a min. 60 days prior to each contest

*This will allow competitors to closely approximate the contest fuel, in practice, before the actual contest. Thusly, they will arrive at the contest with an informed idea of how the standard fuel will behave. Competitors will have access to the actual contest fuel during contest training.*

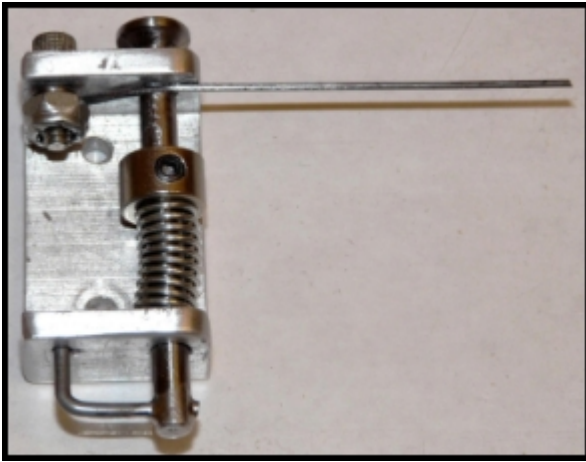
Require contest organizers to offer ear plug hearing-protection, at cost, for all contest participants and spectators and post suitable hearing damage warning signs at contest sites

*As a predicate of obtaining an exemption from noise abatement regulation, this change most directly any concerns for the health concerns due to F2C noise exposure. The cost outlay of the ear plugs is minimal for the contest organizers and can be recouped by zero-profit sale to all.*

Require competitors to wear hearing protection (ear plugs or head phones)

*This change just makes sense and should not be feared by everyone connected with F2C contests.*

All other F2C requirements remain unchanged.



Bischoff Shutoff fits on the back-plate of the ASP or Magnum 15 (blue head) series of engines. Longer screws included. The end of the trip wire is not formed.

\$20.00 plus \$4.00 USA postage.

Contact Bill directly at: [billbisch@hotmail.com](mailto:billbisch@hotmail.com)



After the last newsletter went out your Editor had a conversation with Mike Crossman who is a part of TechnohobbyWest along with Mark Greenwood. He said that the Fora factory recommended the WIB Swiss bearing rather than the ceramic bearings which most Americans had ordered. Even on mild fuel the engine makes an abundance of power so most people thought that the ceramic might give them more longevity. They've almost reached the 50 engine minimum to go into production. The engine will be available only through TechnohobbyWest and not Fora. If you're interested in ordering one of the beefed up crankcase Fora 36's you should contact Mark Greenwood. The price for the Swiss

bearing engine is \$270.00 and 50% deposit required once the engines goes into production. Contact Mark at: [TechnohobbyWest@gmail.com](mailto:TechnohobbyWest@gmail.com)



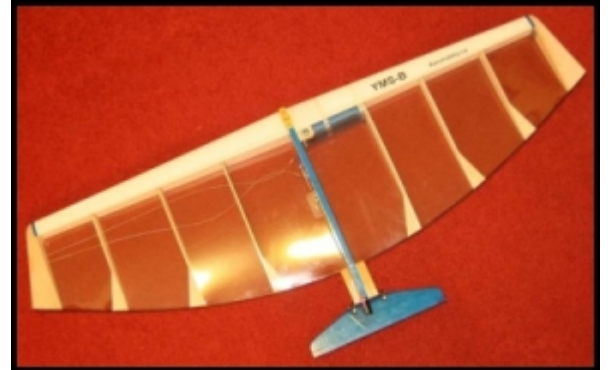
Hoffelt 36R sold for a stunning \$921.00 on eBay! The 34 bids started off with your Editor's generous offer of \$9.99. The seller, RUREELYBOB, always has interesting and professionally presented items. The 36R was based on the K&B S-40 which was the production version of the "Infamous 100" engines produced for Pylon Racing. The engine retained its standard bore with the stroke decreased to make it a 36 which was legal for

Combat or AMA Slow Rat. Timed fuel injection was claimed to produce more power and the black finish was sure to drive flyers batty because it was non-conductive, so you had to use a Cox 1/2A glow clip attached directly to the plug. This was the fastest engine I'd ever personally timed, 136mph. At the Money Nats it was timed at 129mph with the next fastest engine below 115mph. The engine was a little too finicky for Combat and the fuel we experimented with didn't help, 60% nitro and 20% propylene oxide or 70% nitro and 10% propylene oxide. Oh, what an aroma!





Mike Hazel sells off excess equipment! There are five pages of items including engines, tanks, props, jet engines, etc. To view the list just go to the Flying Lines website [www.flyinglines.org](http://www.flyinglines.org) and look for the Flying Flea Market menu at the top of the page. Click on that link and it'll take you to the list. There are plenty of other items listed to help drain your bank account.



**Speed Limit Combat Models** <https://f2abcd-store.ru/products> This link will take you to Andrey Shkatov's F2d Service website. There's a menu of vendors on the left side of the page, click on Aerolux and these models will pop up along with many more. The blue one lists for \$53.55 and the other is \$54.95. Shipping? Probably hefty. There's a picture of Andrey on the **Aussie Page** standing with the F2d combat winners.



Motordude turned in the needle until sparks came out the exhaust. I keep these pictures in the computer so I can remember what a really bad day at the flying field is like.

# The Aussie Page – It's summertime down there!



(left to right) Bruce Bellis, Richard Bellis (2<sup>nd</sup>), Andrey Shkatov (Russian visitor) Robert Owen (1<sup>st</sup>), Michael Owen, Michael Comiskey (3<sup>rd</sup>), Eric Nutter. Pit-men are now being recognized in F2d Combat. Photo from the 70<sup>th</sup> Nationals.



Rick Justic, Niel Baker, Murray Wilson, Mark Ellins, Mark Poschkens, Rob Fitzgerald. Pilots now allowed to hold the model for this picture. Victoria State Titles 2018.





Michael Owen, Robert Owen, Mark Poschkens, Rob Fitzgerald, Rick Justic, Niel Baker.  
Michael, Rob and Rick are the pilots. Two teams used Gillott Rossi engines.  
In Australia it's three-up, 52 foot lines, and you decide how much nitro. No sissies allowed.



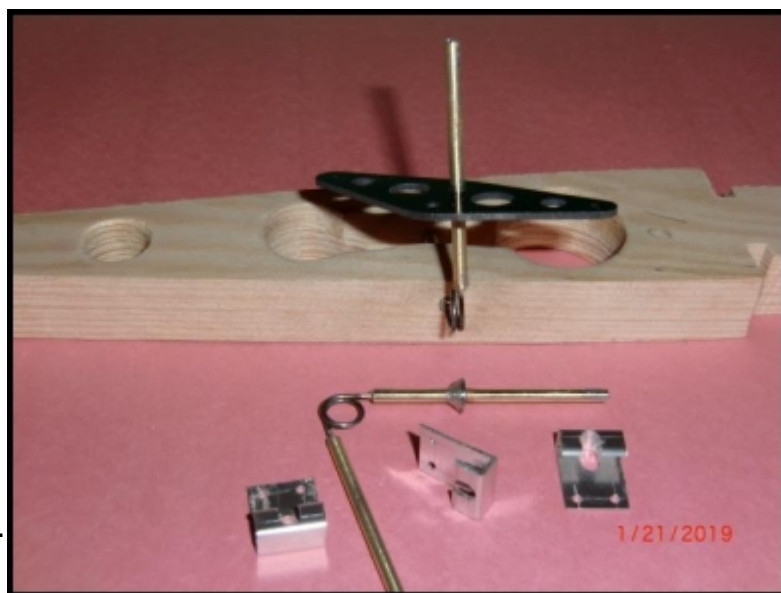
Simply beautiful! Rob Fitzgerald model with Nelson power.



Rick Justic (who might be in this picture) started the colorful uniform craze. He and pitman Ron Lacey were one of the most consistent teams at the World Champs in France. Their heat times were 3:14.7 3:13.9 3:29.5 and semi times of 3:12.4 and 3:11.7 To make it into the final they would have to beat 3:09.1 They finished in 6<sup>th</sup>.

That's it for this month's Aussie Page, it did go on longer than expected. Remember, seasons are reversed in the Southern Hemisphere, it's summertime. Their Nats is coming up in a couple months. You can read about it in Harry Bailey's ACLN which can be viewed via a link on [www.flyinglines.org](http://www.flyinglines.org) Airfares are cheap right now.

## Russ Hester's fuel shutoff, something you can make yourself.



Russ said he got the idea from a shutoff that Bobby Mears was running on his F2d model. The pictures shown here are of a model under construction but the shutoff could easily be used on a built model with a little cutting of the covering. Just a couple pictures are shown here, go to Flying Lines [www.flyinglines.org](http://www.flyinglines.org) for more details. The key part to the shutoff is the V-shaped piano wire spring (.047 for Fast & Speed Limit, and .039 for 1/2A). One end goes through a piece of .125 thick wall brass tubing and is stuck through the center section where the normal pivot would have been placed. Another

piece of tubing is placed over the other wire and this goes through the bellcrank and is secured at the top by a J-bracket. The latex tubing runs through the bracket and the spring pivots the bellcrank enough to pinch the tubing. A coiled spring holds the bellcrank pivot against the center block so the engine can be started and plane launched. As tension builds on the bellcrank it allows the spring to pop up and the shutoff is activated. Gene Pape said he made a similar set up but used an aluminum pivot for the bellcrank. It worked fine until



the plane was pull tested and it deformed enough that the shutoff was stuck in the open position. The beauty of this system is that it's fairly easy to make, there are readily available bits, and it's reliable. You'll need a hacksaw and drill.



Here's the simple fixture for bending the wire. I suppose you could use something like a half inch drill bit and just clamp it in the vise. Get your first aid kit out before you start, piano wire can be unfriendly.

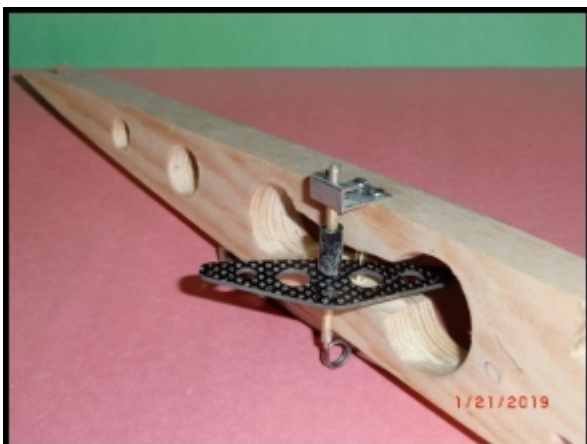
J-channel is available from McMaster-Carr part #8427A52

Thick wall brass tubing found at Onlinemetals.com part #4372

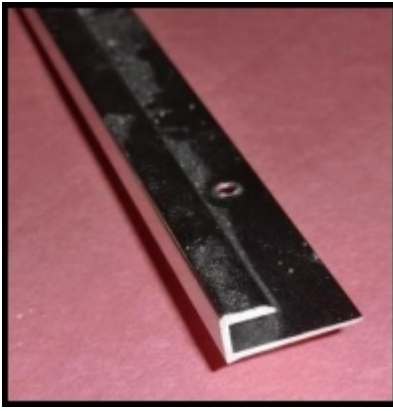
Carbon fibre bellcranks from Streamershuttle.blogspot.com



Here's the 1/2 inch portion of J-channel slotted enough to give the bellcrank pivot wire enough movement to allow fuel flow and pinch off. When you slot the bracket just pretend you're working on the mounting lugs of your engine. It's probably best to fuel close to the bladder since the soft latex may inflate rather than the bladder.



Wire through center section is cut flush. The other wire should be .400 longer so it sticks through the bracket. Don't forget your engine restraining cable. If you're one of those people who like to run the cable through the hollow pivot shaft you could use a larger diameter tube. The cable runs up the tube from the bottom and does a U-turn at the top and goes back down a half inch or so. A simple glow plug washer on the cable keeps it from being pulled out. The advantage with this system is that there is one cable per engine but it might get crowded in the tube with the .047 piano wire and cable.



This is what the J-channel looks like. You'll need a hacksaw to cut 1/2" pieces. It might be easier to mark out the pieces you want to cut and drill the two mounting holes before cutting. Drill a couple holes and elongate to make a pathway for the shaft. A Dremel works too. Modelers with the proper machine tools will laugh. When the bracket is mounted to the center section there should be enough travel to go from fuel pinch off to fuel flow with the shaft pulled against the center section during flight. Russ didn't say if there was a springy feeling in the controls while landing. There shouldn't be any since the bellcrank pivot is being pressed against the latex tubing and outer wall of the J-channel. If you're now hopelessly confused there is salvation, just go to [www.flyinglines.org](http://www.flyinglines.org) and read the full report.

## **Safety 30 years on.....**

One of my Combat articles in Model Aviation dealt with safety and repercussions if you were involved in a modeling accident. At that time we did have engine restraints, so no more dodging engines as they flew through the pits. We didn't have safety thongs because most flyers thought them unnecessary even though they were required at International events. All that changed when Sparky let go of the handle when flying Slow Combat at the Lincoln Nationals. The plane flew into power lines and about a half dozen transformers blew up in spectacular fashion leaving half the airport without power. Safety thongs mandated.

If Sparky's model had a fuel shutoff it would have saved AMA a lot of money. There are 100% reliable shutoffs available today, the H&R comes to mind. Commercially sold shutoffs vary from the simple to the exotic that feature on-demand engine shutdown. The point is that shutoffs are available to everyone. So, what happens if you're involved in an accident? It could be a simple dent in someone's car door, a minor injury to a fellow modeler or non-participant, or the scenario where your model flies into a freeway and causes a 20 car pile up. You've got AMA insurance or maybe a Home Owner's policy, let them deal with it, right? If there's no easy settlement the injured party may hire a lawyer and guess who they sue? Not AMA or their insurer, it's you who gets to go to court. You may get legal help from the insurer since they don't want to pay out if they don't have to. They may see your case as hopeless and pay out what they have to and then abandon you to the wolves. Think about that 20 car pile up, if there's a large judgment against you, then you might be stuck owing the remainder after the insurance company bails. Goodbye assets.

How would you limit your liability? In many cases the Plaintiff sues anyone even remotely involved. The opponent who cut your lines, the CD, club members, the guy who sold you the lines, they're all at risk. If you've done everything possible to avoid an accident, like using a shutoff, then your liability is reduced. Think about how you will explain to the jury how flying a



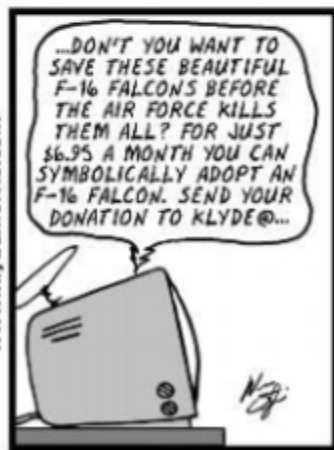
75mph combat model without a shutoff is safe when a plane going 5mph faster is deemed dangerous and requires a shutoff.

Even if your model causes no injury or property damage a close call that scares some citizen is often all that's needed for a local government to ban flying. The chance for a major calamity is very small but just think of the McDonalds hot coffee spill back in 1994. A 79 year old woman was awarded \$640,000 for spilling hot coffee in her lap. Initially the jury had awarded her 2.7 million dollars in punitive damages but that was reduced by the judge. That's probably more than you have saved up in your piggy bank. *Ed.*

And now for something not very serious, two Klyde cartoons. Klyde is an ant with a Chinese Communist HiPhone (not an iPhone but a cheap Chinese copy). The cartoons appear occasionally on Aero News <http://www.aero-news.net> It's a good spot to catch up on the latest in aviation news.

### Klyde Morris

by Wes Oleszewski



### Klyde Morris

by Wes Oleszewski



**DMAA Spring Warm-up**  
**Gene Hempel Memorial**  
**April 26th, 27th & 28th 2019**  
**Control Line Racing, Speed & Combat**  
**Site: Samuel Garland Park**

**Northwest Highway & Garland Rd. Dallas, Texas**  
**11500 McCree Rd. Dallas TX. 75238**  
**GPS 32.866867, -96.671400**  
**Class AA AMA Sanction # —**

**Pilots Meeting at 9:30 AM Saturday & Sunday 12:00 noon on Friday**

**Friday 04-26**

Record Ratio Speed  
NASS Sport Jet  
NASS Perky Speed

**Saturday 04-27**

Texas Quickie Rat  
Super Slow Rat  
Sport Goodyear  
Air to Air Combat 75mph

**Sunday 04-28**

Clown  
AMA Goodyear  
Mouse 1  
Goldberg

**Speed events all three days. All events are (JSO). Helmets required for racing pit crews & Combat pilots.**

**Entry Fee: \$15 first event, \$5 each additional event.**

**Contest Director: Patrick Hempel**  
**For additional info. on event rules.**  
**See Web Site: [www.dmaa-1902.org](http://www.dmaa-1902.org)**

**Sponsored by**  
**Dallas Model Aircraft Association**  
**Fuel and awards provided**  
**By NASS, DMAA & NCLRA**  
**AMA: License & Entry fee required**

**Racing Event Director: Bill Lee**  
**Combat: Event Director: Lester Haury**





# Karlskoga World Cup 2019

At May 30<sup>th</sup> to June 2<sup>nd</sup> 2019 Karlskoga and Sweden will have the annual **World Cup** Contest.

C/L Flyers from all around the World are welcome to fight to be a World Cup Winner.  
Mark this date in your calendar **NOW** and join us in 4 days of joy!! Register by sending a mail to the address below. **WELCOME!!!!**

**World Cup Classes:** F2A Speed – F2B Stunt – F2D Combat

**Additional Classes:** Minispeed, Semispeed, Weatherman Vintage Speed, Semistunt, F2C Team Racing and Goodyear Racing (F2F).

**Preliminary schedule:**

Thursday:	F2B, Semistunt, Minispeed, Semispeed, Weatherman.
Friday:	F2B, Semistunt, F2C, Goodyear Racing (F2F)
Saturday:	F2A, F2D
Sunday:	F2A, F2D

**Judges:**

<b>F2A:</b>	Göran Olsson SWE
<b>F2B:</b>	Kauko Kainulainen SWE
	Claus Vinding Christensen DEN
	TBA
<b>F2C:</b>	Göran Olsson SWE
	Ingemar Larsson SWE
<b>F2D:</b>	Niklas Karlsson SWE
	Vernon Hunt GBR
	Ingemar Larsson SWE

**Registration is now open** and can be done via email to [ingemar.larsson.vis@telia.com](mailto:ingemar.larsson.vis@telia.com).  
All other info can be found at [www.f2d.nu](http://www.f2d.nu) where you also can see registered pilots.

Our contest is of course part of the **DreiländerPokal 2019** in F2A – F2B – F2D:  
Bitterfeld, Germany 27<sup>th</sup> -28<sup>th</sup> of April + Herning, Denmark 8<sup>th</sup>-9<sup>th</sup> of June

Welcome!



# BRITISH 2 ITALIAN GBR WORLD CUP 1 56a Coppa d'Oro 5-6 September 9 7-8 September

AEROPORTO F. BARACCA  
VILLA SAN MARTINO DI LUGO ROMAGNA  
GPS 44'23'58.0"N 11'51'15.7"E

# F2

A

B

C

D



Information & Registration : [www.aeromodellugo.org](http://www.aeromodellugo.org)

- Aero Club Lugo - Tel. +39 0545 76400 - Fax. +39 0545 76577 - e-mail : [info@aeroclublugo.it](mailto:info@aeroclublugo.it) -
- Lanzoni Luigi - mobile phone +39 368 607198 - e-mail : [llanzoni@racine.ra.it](mailto:llanzoni@racine.ra.it) -
- Pirazzini Elvis - e-mail : [elvispirazzini@libero.it](mailto:elvispirazzini@libero.it) -
- Vernon Hunt - phone +44 07973 817 331 - e-mail : [extremechaosltd@hotmail.com](mailto:extremechaosltd@hotmail.com)



# 2019

# F2A

Two consecutive World Cup  
Atlantic World Cup Gran Bretaña  
Atlantic World Cup Gran Canaria



21 to 24 March 2019  
Las Palmas de Gran Canaria  
Spain.



Info: [www.clubtamaran.com](http://www.clubtamaran.com)





# The 48th Northwest Control-Line Regionals

Roseburg, Oregon, May 24-25-26, 2019

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## Championship model airplane flying competition

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Awards offered in 44 events, including ...

- **AEROBATICS** — Precision Aerobatics, Old-Time Stunt, Classic Stunt and Profile Stunt!
- **COMBAT** — 15 Fast, 1/2-A (high-performance), 80-mph and AMA Fast!
- **NAVY CARRIER** — Profile, Class I, Class II, .15 and Nostalgia (Profile and Class I-II), Sport 40!
- **RACING** — Mouse I, NW Sport, NW Super Sport, NW Sportsman Clown, NW Clown!
- **SCALE** — Authentic Scale, Sport Scale and Profile Scale, Fun Scale, 1/2-A Scale!
- **SPEED** — 1/2-A, 1/2-A Proto, A, B, D, FAI, Jet, Formula 40, .21 sport, .21 Proto, NW Sport Jet, NASS Sport Jet, F2D Proto, Northwest B Proto and Northwest C Speed!

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## Location: Roseburg Regional Airport

*Just off Interstate 5 — take Exit 127*

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## For your convenience: Advance registration!

Sign up early and purchase your T-shirts in advance. Discount for all early entry and T-shirt sales!  
Sweatshirts will be available this year with pre-entry only. Sweatshirt orders must be received by May 1.  
Write for entry package: Northwest Regionals, 2456 Quince St., Eugene, OR 97404 or download at [flyinglines.org](http://flyinglines.org)

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## Regionals host hotel

Get a special room rate of \$108 at the Hampton Inn on Mulholland Drive, near the flying site. To reserve a room at the special rate, go to the Regionals reservation page at <https://bit.ly/2SNCq9Z>, or call 1-800-HILTONS and mention the Northwest Regionals. Reserve by May 9 to be assured of the special rate.

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## For information, contact:

Contest director Mike Hazel, P.O. Box 505, Lyons, OR 97358, [zzclspeed@aol.com](mailto:zzclspeed@aol.com)  
See [flyinglines.org](http://flyinglines.org) for more information or contest-related updates.



# Vintage Stunt Championships XXXI

March 19-23, 2019

**Flying Site:** Christopher Columbus Park, 4800 North Silverbell Rd, Tucson, AZ 85745

**Pilots meeting:** Daily at 7:30 AM. Official flights start no later than 8:00AM.

**Hotel:** Two hotels with negotiated rates – details on the map

- Hotel Tucson City Center, 475 N Granada Ave., Tucson, AZ 85701 Phone: (520) 622-3000
- Holiday Inn Express, 1565 West Grant Rd, Tucson, Az. 85745 Phone: 520-624-3200

**Classic & Super 70's Appearance Judging** - Wed. (Mar 20) starting promptly at 4:00PM at the Hotel Tucson City Center

**Ringmaster S-1** Ringmaster required, no BOM, flown on grass. You may enter OTS, IGN OTS, and Ringmaster OTS if you wish.

**Exhibition Event** – We invite you to fly or exhibit something COOL, interesting or representative of any early era of control line.

Exhibition to be held on Wed Mar 20. No pre-entry or fee required. Just show up with a current AMA license and show us something cool.

**Entry Deadline: Friday Mar 8, 2018.** By this date and time we need to have received your entry. John Callentine's mailing address is on the registration form. Registration form is also available for download at [www.ccmmaonline.org](http://www.ccmmaonline.org) or [www.azucontrol.org/](http://www.azucontrol.org/)

Our policy is to return your entry fees if you have registered and cannot attend for any reason

**Awards Banquet:** sign-up is held open until after the start of VSC. If you wish to attend the banquet and have not signed-up, check with John Callentine at the flying site by 8 AM, Wed March 20. Refunds for the banquet **cannot be made after 8 AM, Wed. March 20**

**Raffle:** Drawing at Appearance judging on Wed – donations welcome and appreciated – Contact Jim Hoffman

## REGISTRATION FORM: VSC-XXXI (31) March 19-23, 2019

NAME: \_\_\_\_\_ AMA # \_\_\_\_\_

STREET: \_\_\_\_\_ CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ Zip \_\_\_\_\_

EMAIL ADDRESS: \_\_\_\_\_ License Plate # and State: \_\_\_\_\_

Needed if you would like entry confirmation

(Only if staying at flying site overnight)

FOR ANY AND ALL EVENTS: I hereby certify that I have read all information accompanying the entry form, and that the model(s) entered by me will be built by me (if required) and flown in compliance with the current Competition Regulations (both AMA and PAMPA), and will previously have been successfully flight tested and proved to be airworthy in accordance with the Official AMA Safety Code.

BOM rule, as it applies to VSC is posted on websites listed at bottom of page

Signature: \_\_\_\_\_

### EVENTS ENTERED:

OTS @ \$20.00 \_\_\_\_\_ (Tues. 19<sup>th</sup> – Wed. 20<sup>th</sup>)

Classic @ \$20.00 \_\_\_\_\_ (Thu. 21<sup>st</sup> – Fri. 22<sup>nd</sup>)

OTS Ringmaster @ \$20.00 \_\_\_\_\_ (Fri. 22<sup>nd</sup> – Sat. 23<sup>rd</sup>)

IGN OTS @ \$20.00 \_\_\_\_\_ (Sat. 23<sup>rd</sup>)

Super 70s @ \$20.00 \_\_\_\_\_ (Sat. 23<sup>rd</sup>)

- OTS/OTS IGN-current PAMPA rules, BOM not req'd
- Ringmaster & OTS - no BOM rule
- Ringmaster - no bonus for self-built models
- Classic & S/70 – no BOM. Zero (0) for appearance if you are not the BOM.
- OTS/Classic - Two rounds each day using 2 asphalt circles. Highest score from each circle will be added together for the final score & placing.
- S70 – Two rounds, single day, best single flight
- Ringmaster – Two rounds, one each of two days, best single flight

ARF's, ARC's, purchased or borrowed models are allowed in all events, but, models entered in Classic or Super 70s receive a zero (0) for appearance points. No more than two contestants can fly the same plane in the same event. Example: Contestant 'X' and contestant 'Y' can fly the same plane in Classic but no one else. This goes for OTS, OTS Ign, and Ringmaster as well. For more details refer to the web sites below

### Awards Banquet Meal Selections (Hotel Tucson City Center, Sat Night March 23, 2019)

Beef Top Sirloin \_\_\_\_\_ @ \$30.00, Names: \_\_\_\_\_

Chicken Marsala \_\_\_\_\_ @ \$30.00, Names: \_\_\_\_\_

Salmon \_\_\_\_\_ @ \$30.00, Names: \_\_\_\_\_

**Entry must be received no later than Friday Mar. 8, 2019**

**Make Checks Payable to John Callentine (Email [Johncallentine@gmail.com](mailto:Johncallentine@gmail.com))**

**Mail to: John Callentine, 5625 W. Owl Ridge Rd., Tucson, AZ 85745**

PayPal also accepted.  
Send to John Callentine as  
a friend, not a business

CD: Jim Hoffman:  
2658 W. Montgomery Drive  
Chandler, Az. 85224  
Home 480-897-0630  
Cell: 480-329-3316

Assistant CD: Leroy Black  
25526 W. Rio Vista Lane  
Buckeye, AZ 85326  
Cell: 623-326-4110

Email: [Lindyle1@yahoo.com](mailto:Lindyle1@yahoo.com)

John Callentine  
5625 W. Owl Ridge Rd  
Tucson, Az. 85745  
Home: 520-743-7835  
Cell: 520-631-5420  
Email: [Johncallentine@gmail.com](mailto:Johncallentine@gmail.com)

CHOLLA CHOPPERS WEB SITE: [www.ccmmaonline.org](http://www.ccmmaonline.org)

CENTRAL AZ CONTROL LINE CLUB WEB SITE: [www.azucontrol.org/](http://www.azucontrol.org/)

**Sin City Combat Clash**  
**October 12-13 2019**  
**William Bennet Airfield Park**  
**Las Vegas**



**The complaint desk has closed.**

**The Editor has left the building.**

**Don't forget to buy your souvenirs at the concession booth.**















